

T-Tran

ID Number: 2158

1 Progressive Drive
Horseheads, NY 14845-1029

Chief Executive Officer: Thomas Freeman,
CEO
(607)796-0238

System Wide Information

Modal Information

General Information		Financial Information		Characteristics		Demand
Urbanized Area (UZA) Statistics — 1990 Census		Fare Revenues Earned				Bus Response
Binghamton, NY		Directly Operated \$0		Operating Expense \$363,440		\$545,160
Square Miles	65	Purchased Transportation	351,275	Capital Funding	\$0	\$0
Population	158,405	Total Fare Revenues Earned	\$351,275	Annual Passenger Miles	177,073	113,080
Population Ranking out of 405 UZA's	156	Sources of Operating Funds Expended		Annual Vehicle Revenue Miles	296,064	124,645
Service Area Statistics		Passenger Fares	\$351,275	Annual Unlinked Trips	37,265	23,901
Square Miles	65	Local Funds	77,334	Average Weekday Unlinked Trips	145	93
Population	52,337	State Funds	403,021	Annual Vehicle Revenue Hours	8,481	7,710
Service Consumption		Federal Assistance	109,860	Fixed Guideway Directional Route Miles	0.0	N/A
Annual Passenger Miles	290,153	Other Funds	0	Vehicles Available for Maximum Service	9	8
Annual Unlinked Trips	61,166	Total Operating Funds Expended	\$941,490	Average Fleet Age in Years	2.8	4.4
Average Weekday Unlinked Trips	238	Summary of Operating Expenses		Vehicles Operated in Maximum Service	8	7
Average Saturday Unlinked Trips	0	Salaries, Wages and Benefits	\$0	Peak to Base Ratio	2.0	N/A
Average Sunday Unlinked Trips	0	Materials and Supplies	0	Percent Spares	13%	14%
Service Supplied		Purchased Transportation	908,600	Incidents	0	0
Annual Vehicle Revenue Miles	420,709	Other Operating Expenses	0	Patron Fatalities	0	0
Annual Vehicle Revenue Hours	16,191	Total Operating Expenses	\$908,600	Performance Measures		
Vehicles Available for Maximum Service	17	Reconciling Cash Expenditures	\$32,890	Service Efficiency		
Vehicles Operated in Maximum Service	15	Sources of Capital Funds Expended		Operating Expense per Vehicle Revenue Mile	\$1.23	\$4.37
Base Period Requirement	4	Local Funds	\$0	Operating Expense per Vehicle Revenue Hour	\$42.85	\$70.71
Vehicles Operated in Maximum Service		State Funds	0	Cost Effectiveness		
Uses of Capital Funds		Federal Assistance	0	Operating Expense per Passenger Mile	\$2.05	\$4.82
		Total Capital Funds Expended	\$0	Operating Expense per Unlinked Passenger Trip	\$9.75	\$22.81
				Service Effectiveness		
				Unlinked Passenger Trips per Vehicle Revenue Mile	0.13	0.19
				Unlinked Passenger Trips per Vehicle Revenue Hour	4.39	3.10

	Directly Operated	Purchased Transportation		Rolling Stock	Facilities and Other	Total
Bus	0	8	Bus	\$0	\$0	\$0
Demand Response	0	7	Demand Response	0	0	0
Total	0	15	Total	\$0	\$0	\$0

Sources of Operating Funds Expended

Source	Percentage
Local	8%
Fares	37%
State	43%
Federal	12%

Bus

Operating Expense per Vehicle Revenue Mile
Operating Expense per Passenger Mile
Passenger Trips per Vehicle Revenue Mile

Demand Response

Operating Expense per Vehicle Revenue Mile
Operating Expense per Passenger Mile
Passenger Trips per Vehicle Revenue Mile

Data Source: 1999 National Transit Database